

# Facts About...

## Clean Cars Legislative History

### States' Legislation

**1947** California authorizes air pollution control districts to control pollution within the state

**1959** California passes state-wide legislation limiting emissions

**1961** California requires emission control systems on new vehicles sold after 1963

**1969** California's Air Resources Board sets emissions standards for a variety of pollutants, including particulate matter

### Federal Legislation

**1955** National Air Pollution Control Act initiates a federal study on the health effects from smog

**1963** Clean Air Act provides limited federal enforcement authority over pollution from automobiles

**1965** Motor Vehicle Air Pollution Control Act provides national emission standards for automobiles

**1970** Clean Air Act amendments creates strict emission standards for mobile and stationary sources and gave the EPA the power to set emission standards

		<b>1971</b> The EPA sets National Ambient Air Quality Standards (NAAQS) for particulates, ozone, hydrocarbons, carbon monoxide, nitrogen dioxide and sulfur dioxide
<b>1975</b> California requires catalytic converters on all cars sold in the state		<b>1975</b> Federal CAFÉ standards require an average fuel economy for cars of 27.5 mpg by 1985
		<b>1977</b> Clean Air Act Amendments requires a review of the NAAQS
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<b>1990</b> California Clean Cars Program adopts LEV I emissions standards with full implementation in 1994		<b>1990</b> Clean Air Act Amendments provides a system of quantifying the pollution in urban areas and requiring more stringent pollution standards for areas with poor air quality
		<b>1994</b> Federal Tier 1 vehicle emission standards begin to be phased-in with full implementation in 1997
<b>1997</b> California Clean Cars Program adopts LEV II emission standards with full implementation in 2007		
<b>2000</b> Maryland passes the Clean Energy Incentive Act which provides economic incentives for purchasing clean power and transportation technologies through 2004		
		<b>2004</b> Federal Tier 2 vehicle emission standards begin to be phased-in with full implementation in 2009
<b>2005</b> California requests a waiver for its greenhouse gas standards for the Clean Cars program		

**2006** California approves greenhouse gas standards for automobile emissions as part of its LEV II standards (need a waiver to enforce standards)

**2007** Maryland adopts California's Clean Cars Program LEV II emission standards, with phase-in beginning in 2011

**2007** The EPA denies California's GHG emissions waiver request

**2007** Energy Independence and Security Act requires a fleet averaged fuel economy (CAFÉ standard) of 35 mpg beginning in 2020

